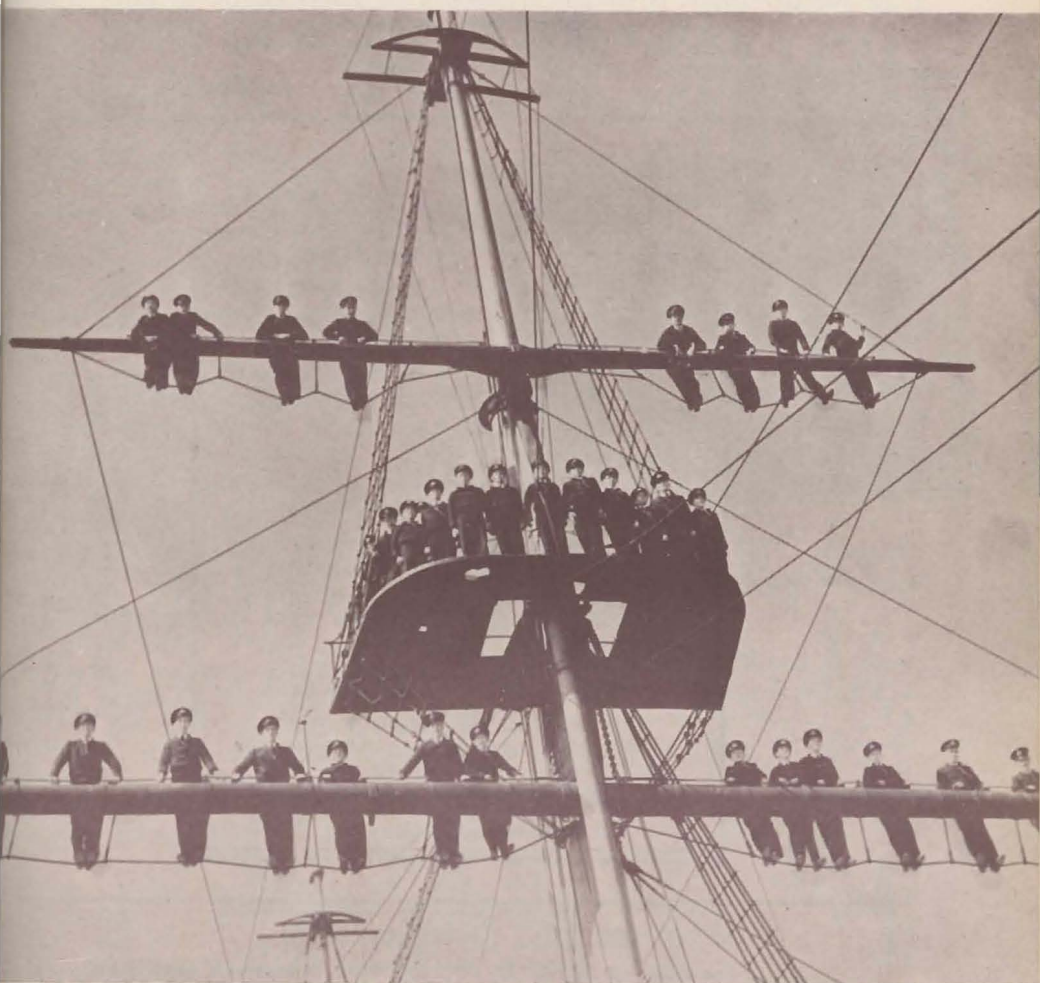


# The LOOKOUT



*British Press Combine Photo*

SAIL TRAINING TEACHES TEAMWORK—See Page 8

WOMEN'S CHURCH INSTITUTE OF NEW YORK

THIS MONTH'S COVER shows officers of the future in training on a "floating secondary school"—the H.M.S. CONWAY Training Ship for the British MERCHANT NAVY. Photo shows officers in training resting on the yard-arms high above the deck of the "CONWAY." See Page 8 and back cover for other photos of American and British officers-in-training.

### Sanctuary

Almighty God, with whom is no distance, no darkness, and no power too strong for Thy ruling, we beseech Thee to bless on all seas the men in the ships of our Fleet and of our Merchant Service. In the hour of battle, in the danger beneath the water, in the work of convoy, and in all harbors, save them from dangers known and unforeseen. Protect with Thy most gracious and ready help their kinsfolk and dear friends, until they win for them a righteous peace. Through Jesus Christ our Lord. Amen.

—Ernest N. Lovett

## The LOOKOUT

VOL. XXXVI, SEPTEMBER, 1945

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by the

SEAMEN'S CHURCH  
INSTITUTE OF NEW YORK

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### LEGACIES TO THE INSTITUTE

You are asked to remember this Institute in your will, that it may properly carry on its important work for seamen. While it is advisable to consult your lawyer as to the drawing of your will, we submit nevertheless the following as a clause that may be used:

"I give and bequeath to "Seamen's Church Institute Of New York," a corporation of the State of New York, located at 25 South Street, New York City, the sum of.....Dollars."

Note that the words "Of New York" are a part of our title. If land or any specific property such as bonds, stocks, etc., is given, a brief description of the property should be inserted instead of the words, "the sum of.....Dollars."

# The Lookout

VOL. XXXVI

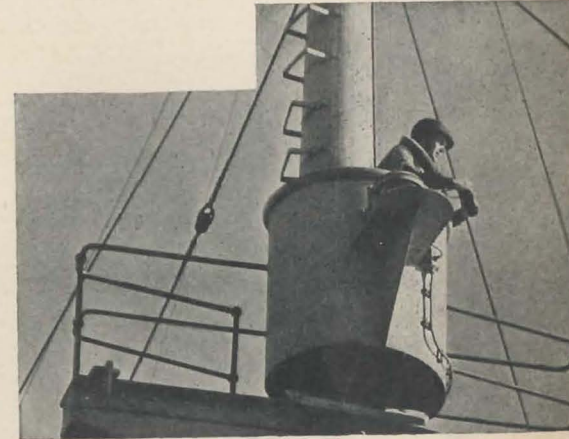
SEPTEMBER, 1945

No. 9

## Man on Lookout

By Mort Alper,\* Able-Bodied Seaman

FOUR HOURS! . . . ten hours? . . . a million seconds? . . . hundreds and thousands of minutes? . . . eternity? . . . how long is four hours of lookout? . . . it's the past . . . it's the future . . . but above all, it's the present. That's what counts . . . that's the important time . . . watch for subs . . . look for periscope wakes . . . careful of floating objects . . . they might be mines . . . report the signalling . . . let your eyes sweep the water . . . let your mind get a picture . . . let nothing go by unnoticed! . . . What do I see? . . . freighters, tankers, destroyers, a plane or two, white caps, a throbbing ocean, cumulus clouds, a blue expanse of sky, a limitless horizon . . . the world! . . . What do I hear? . . . the sighing and backwash and slapping of the water as the narrow-built bow cuts through the ocean, the steady bump, bump, bump of the engines as they sing their endless symphony, the sounds of barking as the ship's dog romps over the hatches and on the deck, men's laughter and cursing and echoes of given orders, the familiar ringing of the ship's bell as it unbiasedly clangs out the hours, and at times, the shrill blast of the ship's steam whistle as the convoy changes course . . . What do I think about? . . . everything! . . . my eyes keep a constant lookout as my thoughts tumble in kaleidoscopic fashion . . . home, the girl I love, a hot day, Jack Benny, Algeria, Panama, Gibraltar, home, subs, torpedoings, dinner, the washing I have to do, kissing the girlfriend



on a Coney Island ride going 68 m.p.h., the war . . . Signalling, two points off the port bow! . . . I telephone the bridge . . . flashes of light . . . maybe a change of direction, maybe a change of formation, maybe a sub in vicinity . . . I'll know soon enough . . . 5 inch guns blasting away, 4'50's, 3 inches, depth charges, 20 M.M.'s with their orange tracers . . . noise, bedlam, water coming up in geysers . . . puffs of gun smoke, convoy breaking up . . . Boom, boom, boom!!! . . . Did they get it? Can't tell, won't know till later . . . keep a good lookout . . . the sound of war dwindled away . . . the drone of a friendly bomber . . . we're nearing port . . . A rum coke, bartender, a quiet peaceful corner . . . now let's have the piano player knock out the "Blue Danube" or the "Missouri Waltz" . . . To you, family, to you Ruth . . . to you America and to you S.S.———!

\*Member, Artists and Writers Club for the Merchant Marine.



Official U. S. Navy Photograph

## Sea Lanes of Supply

Since Dec. 7, 1941, the United States has had two great, largely unsung, sea campaigns to carry on, the campaigns of supply. On May 6, 1945, when what was left of the German Army and fleet surrendered, one of these—the Battle of the Atlantic—was ended. The Battle of the Pacific still goes on and remains to be won. It should not be as costly in men and ships lost as was the Battle of the Atlantic but from the standpoint of distance the task is more than twice as great.

The "bridge of ships" we have built in the Pacific, and now must vastly increase in size, is over twice as long as that to Europe, over which flowed the men and supplies that saved Britain and led eventually to final victory on the European Continent. It is 3,026 sea-miles from New York to Liverpool, 6,238 from San Francisco to Manila. If the distance from New York is used in both examples, and much of the

material and men for the Pacific war will have to move by ship from the East Coast, the distance more than triples: 3,026 to Liverpool and 11,405 from New York to Manila. Troops and materials moving from Europe to our Pacific bases must be carried over a sea route of almost 17,000 miles. A ship could make two round trips to Liverpool from the States while it is making one to the Philippines.

As was surmised, the cost to the Allies in merchant shipping while winning the Battle of the Atlantic was immense. The joint statement of the British Admiralty and the United States War Shipping Administration reveals that from the outbreak of the war the overall cost to the Allies and neutral nations has been the lives of over 35,000 British and American merchant seamen and 21,140,000 gross tons of ships (31,700,000 deadweight tons, using the formula of conversion of 6 to 9). That is 4,000,000



U. S. Coast Guard Photo

### DEPTH CHARGES — SCORE IN LAST U-BOAT KILLING

Off Point Judith, Rhode Island, crewmen of the Coast Guard-Manned frigate USS MOBERLY watch the surface boil as a pattern of depth charges scores the final kill in the long, uphill battle against Nazi U-boats in the Atlantic.

more gross tons than the world's greatest maritime nation, Great Britain, had at the start of the war and only about 3,000,000 tons less than the combined total of the United States and Great Britain.

The Battle of the Atlantic was won, as Vice Admiral Emory S. Land, chairman of the Maritime Commission and the War Shipping Administration, points out; not alone in the seaways of the North Atlantic against submarines, airplanes and mines, but in British and United States shipyards. The United States shipyards alone, since Jan. 1, 1942, have turned out more than twice as many ships as were lost and of a third greater gross tonnage. British shipyards, working most of the years since 1939 under German bombing attacks, delivered a quarter as much gross tonnage as was lost.

The same conditions will apply in the Battle of the Pacific, with the main obstacle there distance and not enemy action, but no less real and no less great because of that. If the Battle of the Pacific continues as it has to date, we shall lose far less ships to Japanese

submarine and air action than were lost in the Atlantic to German and Italian attacks. But it will take at least twice as many ships to deliver the same number of troops and the same amount of supplies to the Pacific bases as it did to England and the Continent. And the closer we come to Japan, as the campaign for Okinawa shows, the higher will be the percentage of losses of our ships. Merchant vessels carrying men and supplies to Okinawa must be prepared to see attacking Japanese planes at any time the last few-score miles. The midget Japanese submarines, of which little has been seen or heard since Pearl Harbor, may also reappear when the supply lines near the Japanese home islands.

This knowledge of the tremendous task ahead explains why Government officials and military officers have been so concerned recently over the exodus of workers from shipyards to jobs they seem to think have a better peacetime future, and a simultaneous falling-off in the rolls of merchant seamen. It is too early now to count the Battle of the Pacific won. That can come only with the unconditional surrender of Japan.

Editorial, N. Y. Times, June 15, 1945.

# United Nations Via Gangplank

By Norman Gilmartin, Ordinary Seaman

*Editor's Note: San Francisco—Bretton Woods—Dumbarton Oaks—each Conference has brought delegates from all over the world. The following is a seaman's account of voyages to Washington's birthplace at Mt. Vernon by delegates from the United Nations.*

THE steamboat *Mount Vernon* has plied the Delaware river for many years along with her sister ships, all built at a shipyard that has built many fine river boats and sound steamers, the old Harland and Hollingworth yard at Wilmington, Delaware. From this plant the engines were also built for these first grand old ladies that today are foresting the harbors of the world with their tall masts flying under various flags of the United Nations. Far away from their steady runs on new rivers, they are plying the Amazon, the Orinoco, and some of the Western ocean. The riverboat men are waiting solemnly for their return.

It was on one of these river steamers called *Mt. Vernon* with a carrying capacity of 2400, which made three trips every day down the Potomac to Mt. Vernon, that most of the foreign delegates from Russia, France, England and Poland to the Dumbarton Oaks Conference travelled. Most of these delegates were interested in the birthplace of George Washington, their fellow statesman now deceased, but living in the hearts of these United Nations' peace mission emissaries, who came to a national shrine to see George Washington's birthplace, how he worked, lived and prayed. *Mount Vernon* has answered that last summer. By taking the steamer *Mt. Vernon* on the Potomac, one could see America—the peaceful, beautiful, mother country and harbor of refuge for all other war torn countries of the world.

Down past Bolling Field to Alexandria, we pass the Army and Navy

stations and ships carrying the newly forged, high calibre guns to be tested down at the Nargh proving ground at Dolgreen. The Potomac is a green sea, wide and always blowing with breeze sweeping around the Verde hills of Maryland and Virginia. One day the Russians came down with their wives and children. They were all attached to the Russian Embassy on various missions and they ate so much ice cream that we ran out entirely on the down trip. The children ate ice cream also, like their fathers, so we know the Russians like American ice cream. I told Captain Holl they were Russians. He did not know who they were because he never saw a group like that aboard his ship eat so much ice cream that we had to take on a new list of stores for the next trip.

The wind blows very hard on the Potomac, and one Sunday in August, we could not land at Marshall Hall, which is Washington's playground—similar to Coney Island, so we sailed down to Indian Head instead. There are other fine river steamers we pass on our regular run, the steamer *District of Columbia*, which plies between Washington, D. C. and Norfolk. When we pass her we always give our salute—3 blasts. The river boat men say when they see her coming up from Norfolk when she is down deep above the water line, "He's walking her, she's late." McCracken, the chief engineer, would say, "She is 3 hours late and she has a lot of cargo for Alexandria." McCracken used to be aboard her as assistant engineer. He knows her very well and sailed her winter and summer.

During the hot summer nights, the girls and boys from the government offices would come down to 7th Street dock and take the *Mt. Vernon* for the evening sail to Marshall Hall. Some nights we would

run charter trips for private organizations such as Protestant, Catholic, Jewish organizations and different Lodges and Social Clubs. Everybody in Washington liked the *Mt. Vernon* because we kept her clean. It was our pride to keep her polished and her tile decks spotless only to be stained by overflowing beer and soda stains. We boys knew we were sailing an American riverboat whose voyage was to a sacred shrine—Mt. Vernon—Washington's home, so we had brought all races from the far seas, who had observed and meditated on board our boat. What is America, her body and her soul comprised of? They observed

the land of the free, the home of the brave. The seven seas rule on, running in on high tide past Mt. Vernon up to the Navy Yard, Washington. On one of these tides last summer, one fine summer day, the President's yacht, the *S. S. Potomac*, passed on, carrying our Chief Officer, the late President Roosevelt, on the bridge of his own ship. Silently we observed the father of our new Navy and Merchant Marine, reborn, on his watch on the bridge looking ahead for the next buoy that marks the channel to Washington. A fine ship with a fine skipper—all is well. And that is the story of the *S. S. Mt. Vernon* and the United Nations delegates.

## One of America's Mercy Fleet

America's fleet of 43 HOSPITAL SHIPS comprise a unique unit as to service and operation. To a wounded GI they are "floating angeles of mercy." White sheets, nurses, the best medical aid and complete safety make these vessels a dream come true to a tired veteran. These ships travel fully lighted at night on unfrequented sea lanes. Painted entirely white, they have giant red crosses on deck, hull and funnel. With a capacity of 27,000 patients, these vessels are of merchant-ship design, many are ex-luxury

liners. Their service is another contribution of the American Merchant Marine to the war effort.

Photo shows the U. S. S. CONSOLATION, Naval Hospital Ship, after her conversion at the Bethlehem-Hoboken Yards. Recently, also the Naval Hospital Ship, U. S. S. SANCTUARY, converted at Todd Shipyards, Hoboken, N. J. was commissioned and members of the Institute staff and Central Council (Staten Island) Branch were privileged to attend the impressive commissioning ceremonies.



Bethlehem Steel Company Photo

## The British Merchant Navy Club

THIS Club is on the 2nd floor of the Seamen's Church Institute of New York. As many as 350 merchant mariners visit the Club daily. It was opened in March, 1941 and among British notables who have visited it are: Lord Halifax, the Duke and Duchess of Windsor, Lady Mountbatten, Sir Percy Noble, Gertrude Lawrence. Gracie Fields and Tallulah Bankhead are among those who have entertained the seamen.

A game room, library, writing room and clinic are connected with the main lounge. There are dances every Thursday night, boxing, movies and other entertainments occasionally. Mrs. Thomas Morgan, head hostess, and a corps of volun-

teers serve "a good strong cup of tea" twice a day.

Every variety of personal service ranging from shopping for underwear and hosiery for seamen's wives to visiting sick seamen in hospitals throughout the metropolitan area, is rendered.

During the four years of the Club's existence, it has served 395,650 light meals; distributed 100,251 articles of clothing; (earlier in the war, this was for torpedoed crews.) The Institute cooperates by having special dental, eye and foot clinics for British seamen. A total of 65,100 free tickets to theatres and broadcasts were distributed.

The Club is maintained by British shipping interests and the British War Relief Society.



In the British Merchant Navy Club on the 2nd floor of the SEAMEN'S CHURCH INSTITUTE OF NEW YORK

## Lord Leathers' Victory Message

The following message has been issued by Lord Leathers, the Minister of War Transport, to all officers and men of the British Merchant Navy.

"For more than 5½ years side by side with the Allied Merchant Navies in the face of continual and merciless attacks by the enemy you have maintained the ceaseless flow of sea traffic on which the life and strength of this country depend. All who have borne the strain of this grim struggle have a full share in the victory of the Allied Forces and a full share too in the Nation's thanks in this historic hour. We think with special gratitude of the many Merchant Seamen who have fallen in the fight and whose service and sacrifice will always be a proud memory. The knowledge of their sacrifice and the thought of comrades still held captive in the Far East will spur us to further efforts as we turn to the immediate task of enabling the Allied Forces to transfer the main weight of their attack from Germany to Japan. I am confident that the Merchant Navy will continue to play its indispensable part. The Board of Admiralty have also asked to express on their behalf and on behalf of the Royal Navy their admiration for the great contribution made by the Merchant Navy to the common victory through all the perils and rigours of more than 5½ years of war at sea".



A Scene from "ATLANTIC ADVENTURE", a new documentary film in technicolor, by the British Ministry of Information, soon to be released in the United States. Press reports cabled from London declare this to be "the greatest sea film ever made—it is great, majestic, noble." It portrays the story of 24 men who were survivors of a torpedoed merchantman, who spend 14 days in a lifeboat in the Atlantic. It is a fitting tribute to the courage and endurance of the dauntless seamen who fought and won the Battle of the Atlantic — who kept our sea-lanes open during the darkest war years.



## Sail Training Teaches Teamwork

American and British trainees learn Seaman-ship.

Aboard the Square-Rigger Joseph Conrad of the U. S. Maritime Training Station, St. Peterburg, Florida. Trainees heave around the capstan. Capt. Harry Garfield and Lieut. William Shuford, U.S.N.R., direct the Trainees.



British Combine Photo



British Combine Photo

PREPARING FOR THE CADETS' BOAT RACE  
Cadets from HMS Worcester have now started training on the Thames for the annual boat-race between crews of the cadet ships Worcester (Greenhithe) and Conway (Liverpool).

## SUMMARY OF SERVICES TO MERCHANT SEAMEN

by the

## SEAMEN'S CHURCH INSTITUTE OF NEW YORK

From January 1 to July 1, 1945



174,272 Lodgings



69,425 Pieces of Baggage handled



620,671 Sales at Luncheonette and Restaurant



210,401 Sales at Newsstand



18,561 Calls at Barber, Laundry and Tailor



4,872 Total attendance at 310 Religious Services at Institute and U. S. Marine Hospitals



22,239 Personal Service Interviews



5,540 Credits Loans to 2,621 Individual Seamen

2,800 Pieces of Clothing and 503 Knitted Articles distributed



3,144 Treatments in Clinics



46,887 Total attendance at 167 Entertainments, such as Movies, Concerts, Lectures and Sports



180 Missing Seamen located



3,157 Jobs secured for Seamen

13,938 Visits to Janet Roper Room

13,470 Visits to Janet Roper Club

20,430 Visits to Seamen's Lounge

1,879 Visits to Ships by Institute Representatives



1,196 Transfers of Seamen's Earnings to Banks



12,075 Attendance of Seamen Readers in Conrad Library; 15,250 Books and 39,125 Magazines distributed

4,675 Total Attendance of Cadets and Seamen at 863 Lectures in Merchant Marine School; 311 new course enrollments



7,572 Incoming Telephone Calls for Seamen

1,944 Bon Voyage Packages and Comfort Bags distributed

80,000 Total Attendance in Allied Club Rooms (Belgian, British, Dutch, Danish)



## Sea Dog to the Rescue

**H**EROISM of merchant seamen, Navy gunners and even the master's Boston terrier, "Skipper," helped save the American war freighter ALCOA PIONEER from destruction during violent encounters with Japanese planes off Leyte, the War Shipping Administration reported. The commander of the Navy armed guard and four of his men were killed, and nine Navy gunners and five members of the ship's crew, including the captain, were wounded.

The vessel was anchored in San Pedro Bay when a formation of three enemy fighter planes approached at 6,000 feet. The fire of the ship's guns caused two planes to crash in the water and one plane was set afire.

"Two days before the ALCOA PIONEER was attacked the dog had been severely reprimanded by Captain Gavin for entering his cabin without permission. He even installed a screen door to keep 'Skipper' out.

"When the bombs fell on the ship the ensuing explosion knocked the master unconscious, broke a rib and inflicted other injuries. The dog also received a shrapnel wound in the back and the explosion blew him through the screen door and into the cabin, where the Captain lay. Despite his own wounds 'Skipper' proceeded to lick Captain Gavin's forehead, reviving him. 'Skipper' now is permitted to visit the master's quarters at all hours and without special permission."

The bombs from one plane fell on the bridge deck of the ALCOA PIONEER, killing five gunners and wounding others and merchant seamen. The entire bridge and forward deck was immediately in flames. Capt. Andrew W. Gavin, of New York City, reports:

"The three forward holds contained gasoline cargo but our merchant crew soon had the fire under

control. Although all hands responded admirably I wish to especially commend Boatswain Clark C. Smith, of Santa Barbara, Calif., and Maintenance A. B. John R. Peterson, of San Francisco, for their outstanding performance. They seemed to be everywhere. They had all the hoses playing on the forward deck and next were standing on the bridge and had the fire there under control.

"These men worked under extreme difficulties and hazards extricating Chief Officer Daniel J. Noonan, who was seriously injured and pinned under twisted steel plates and beams in his room directly under the spot where a bomb had exploded.

"As fourteen members of our armed guard were casualties, the senior petty officer remaining asked for volunteers from the merchant crew to man the guns. On the next alert, less than an hour later, all guns were fully manned.

"The crew continued to discharge cargo, many seamen working from 18 to 24 hours straight, and although we were averaging seven or eight alerts or direct attacks day and night, they continued to assist the gun crew in manning the guns."

The explosions inflicted extensive damage on the midship section of the freighter. The decks were torn up, the stack almost demolished and all navigation equipment either damaged or destroyed. Temporary repairs made by the officers and crew enabled the vessel to return to the United States under her own power for complete overhaul.

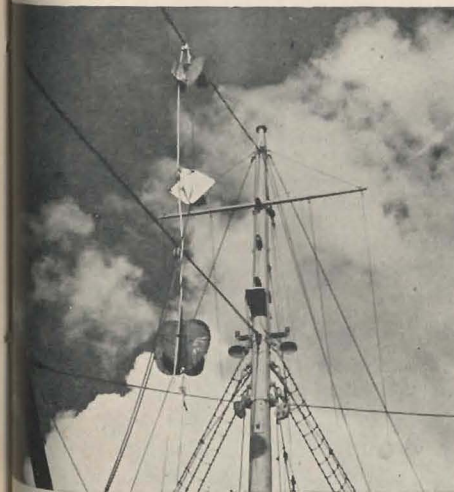
Captain Gavin has reported to the Navy numerous heroic acts by members of the armed guard, including continuing to fire at the approaching planes despite severe wounds and diving overboard to rescue comrades blown into the water.

## Cablesip "Restorer"



Official U. S. Marine Corps Photo—By Sgt. Dave Ohman  
**GUAM-MIDWAY CABLE**

The Guam-Midway communications cable, which hasn't been used for more than two and one-half years, is now in operation again. This cable, 2,670 miles in length—second largest in the world—was severed by Navy technicians as a security measure, a week before the famous Battle of Midway. When American forces reoccupied Guam in July, 1944, plans were made to re-establish the wire service, and the *Restorer*, Army Transport Service cable repair ship was assigned the task. Resembling a yacht, the *Restorer* was built in Newcastle-on-the-Tyne in 1903, and is one of the few ships of that type in existence. A very maneuverable craft, it is especially constructed and equipped for locating and repairing submarine cables.



**SIGNAL**—The signal of a red ball above and a white triangle is hoisted into the rigging of the *Restorer* to indicate that the vessel is laying cable. This sign is known in maritime circles as the "Rich Indian", and any ship displaying it has the right of way over all other craft.



**OVER THE BOW**—This is the bow of the *Restorer* with its large cable sheaves, shown as it reels in two separate cables; a rare feat for a vessel used in this type of work. Powerful grappling hooks are strung over these grooved wheels when the ship is dragging the ocean bed in search of the cable.

## TRIBUTE TO TUG BOAT SKIPPER

Inconspicuous among the huge ships carrying the war to Japan, an American merchant tugboat, the *Watch Hill*, recently performed a task that won official commendation from Admiral William F. Halsey, commanding the Third U. S. Fleet in the Pacific.

In a letter to Vice Admiral Emory S. Land, War Shipping Administrator, Admiral Halsey warmly praised the handling of the tug by Captain James De Puey, 290 Hillen Road, Baltimore, Md., during a difficult task in a combat area off Formosa. He related that the Baltimore mariner was sent to assist two Navy tugs in towing two ships that had been torpedoed by enemy planes.

"The *Watch Hill* was ably handled during a period when there was great danger from enemy air and submarine attack," Admiral Halsey wrote. "Her commanding officer contributed materially to the success of the operation, which resulted in the damaged ships being towed to a safe anchorage.

## TODD NEW ENGLAND YARD LAUNCHES LAST LIBERTY

An important chapter in the history of the U. S. Maritime Commission was ended recently when the last two EC2 Liberty ships to be built in the nation were christened at the Todd-affiliated New England Shipbuilding Corporation at South Portland, Maine.

Launching of these vessels brought to a total of 2,661 the war emergency ships built since the famed Patrick Henry slid down the ways at Baltimore, September 27, 1941.

This week's launchings of the Harold H. Brown and the Stanley R. Fisher, both named for merchant seamen who lost their lives in action, made a total of 236 Liberty ships for New England Shipbuilding Corporation.

## CONVERSION OF VICTORY AND LIBERTY SHIPS

Mass conversion of Victory ships and Liberty ships to troop carriers to speed up the return of soldiers from Europe and redeployment to the Pacific is well under way, the War Shipping Administration reported.

Shipbuilding and repair yards along the Atlantic and Gulf coasts have indicated acceptance of all of the 100 Victory ships allocated for conversion at the request of the Joint Chiefs of Staff and work on about 50 is under way. Each of the converted Victories will be able to carry 1500 soldiers in comfort.

Eighty-two of 206 Liberty ships allocated for conversion that will in-

crease the troop-carrying capacity of each from 350 to 550 already are in the conversion yards.

Before V-E Day the WSA planned the extensive conversion program and several conversions were under way before Germany surrendered. It is forecast that the 100 Victory ships, 50 per cent faster than the Liberties, will transport about 1,200,000 men in a ten-month operation period. Accommodations are arranged in such a manner that the bunks may be stowed and the space utilized for cargo on the ships' eastbound sailings.

## SS CANADA VICTORY SUNK BY SUICIDE JAP

WASHINGTON — The SUP ship, Canada Victory, was sunk by a Japanese suicide pilot while carrying a war cargo to Okinawa, WSA reported. Although the vessel sank within a few minutes after the bomb of the attacking plane crashed into the No. 5 hold all of the merchant crew save one and the entire Navy armed guard were rescued.

## C-4 CARGO SHIP NAMED ERNIE PYLE

The name of ERNIE PYLE was assigned to a C-4 military-type cargo ship, the United States Maritime Commission announced. The C-4 is a 522-foot ship of 14,600 deadweight tons, cruising radius of 14,000 miles and 9,000 horsepower, one of the Commission's largest ships.

Pyle many times honored the men of the United States Merchant Marine for the vital, and often heroic, part they have taken in the war effort. Millions of Pyle's GIs have crossed the oceans to the fighting fronts on ships manned by his friends in the Merchant Marine the Commission said. After helping to successfully establish initial landings, the merchant seamen have continued to bring in the supplies and men that made our advances against the enemy possible.

When canning vegetables and fruits or making jellies or jams, please remember to fill an extra jar or can for the Card Party and Sale which is to be held by the Central Council of Associations at the Seamen's Church Institute on October 30th. The proceeds will be used to purchase wool to be knit by volunteers into garments for our Merchant Marine.

## NIEUW AMSTERDAM A TROOP CARRIER

*Editor's Note: Many LOOKOUT readers will recall the arrival of the NIEUW AMSTERDAM in New York in May, 1938 and some will remember, with pleasure, the beautiful tulip and fashion show held on her sun decks, presented by the Federated Garden Clubs in cooperation with the Seamen's Church Institute of New York. The following account of her war-time experiences will prove interesting.*

Although many of the Netherlands Merchant Marine's vessels have had harrowing wartime experiences that resulted in either serious damage or sinking, the Holland-America Line's flagship, the 36,287-gross ton Nieuw Amsterdam, has covered more than 400,000 miles in five years' war-time sailing, almost without incident.

The liberation of Holland having removed most of the need for secrecy of the big ship's wartime record, the New York Offices of the Holland-America Line at 29 Broadway disclosed that the Nieuw Amsterdam has done considerable "trooping, carrying in excess of 300,000 Allied troops, approximately twenty divisions.

During German occupation, information was closely guarded not only for wartime security reasons, but also because of the grave risk of retaliation upon the families of officers and men. However, officials of the line said, the big ship had traveled out of convoy, but with escorting vessels, during her entire war schedule, adding that in this time she had no bombings, no torpedoings and not even a narrow escape.

In the early days of the war, the liner operated between Australia, New Zealand, India and Africa, and between South and North Africa, carrying men and matériel for Gen. Sir Bernard L. Montgomery's Eighth Army. On several of these voyages, and also on rush trips between the Pacific Coast and the Southwest Pacific, the Nieuw Amsterdam carried more than 8,000 men, about six times her normal peacetime capacity.

Following the success of the African campaign, the vessel was assigned to the North Atlantic. There she carried many thousands of United States troops to Gourock, Scotland. Her present skipper is Capt. George J. Barendse, commodore of the line's fleet, who took over after the retirement of Captain Bijl in 1942.

Capt. Barendse was in charge of setting up the Home for Netherlands Seamen—the first of the Allied Club Rooms at the Seamen's Church Institute of New York, in 1940.

## TROOPSHIPS PROVIDE BEST POSSIBLE SERVICE FOR VETERANS

America's most famous passenger and cruise liners, augmented by a fleet of more than 300 Victory and Liberty ships converted into troop carriers to speed the return of American soldiers from Europe, are providing super-service and food for the GIs, according to the American Merchant Marine Institute.

The steamship companies, who manage and operate these vessels for the War Shipping Administration, are making every effort to give the veterans all the comfort possible. The American Merchant Marine, which transported overseas nearly 75% of our troops, is determined to bring them back in the style to which they are entitled.

The soldiers are served three cooked meals a day by an increased staff in the ship's steward's department. The menu, drawn up by the Food Control Division of the WSA, includes ice cream, fresh milk, eggs, fruits and vegetables, apple pie, and other foods long unavailable to the fighting men.

The Victory and Liberty ships are cargo vessels that were not designed to carry passengers. Hence, because of space limitations and the large numbers of troops the vessels will transport, the proper feeding of the GIs taxes to the utmost the ship's facilities.

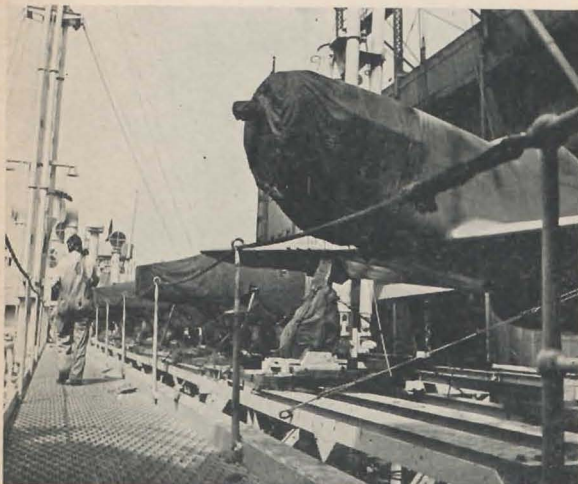
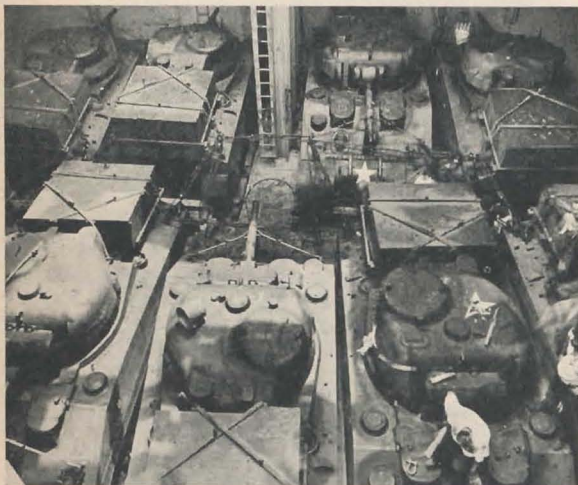
The veterans who have been taking their meals out of cans in foxholes, will sit down to eat at well-stocked tables. On the Victory ships, which will carry 1,500 soldiers, there will be a minimum of six sittings for each meal. The Liberty ships will carry 550 men.

The stewards department on the Victory ships has been increased from 11 to 45 while on the Liberties there is an increase from 9 to 28.



U. S. Maritime Station St. Petersburg, Florida





## Cargoes 1945

(After Masefield)

Shrapnel-scarred freighter with a patriot's name  
Outward bound for beachheads on the evening tide,  
With a cargo of plasma,  
Atabrine, penicillin,  
Novocaine, ether and sulfanilomide.

Rusty cargo-carrier with a crimson burgee,  
Loading goods for Leyte and Corregidor,  
With a cargo of rocket-flares,  
Munitions, hand-grenades,  
Incendiaries, shells and deadly freights of war.

Phantom-decked tanker loaded to the Plimsoll,  
Cutting through the murky, mine-swept seas,  
With a cargo of fuel oil,  
Diesel oil, gasoline,  
Thunderbolts, Mustangs and P-43's.

Hog Island steamer with a gaping hole forward,  
Wallowing through the Channel, the Stars and Stripes unfurled,  
With a cargo of condensed milk,  
Oranges, C-rations,  
Life-bringing cargoes for a war-weary world.

M.D.C.



U. S. Maritime Commission

## FROM AN INSTITUTE FRIEND WHO GIVES TO THE CHAPEL FLOWER FUND

"I can imagine what the Chapel, with its peace and security and the flowers on it must mean to men who have seen death and horror in every conceivable form, and it isn't surprising to me that they need something unchanging and eternal to cling to after what they have been through.

When you mention the remark you frequently hear: "I can't forget the sight of my friends . . ." it bespeaks a certain quality that men gain only through terrible suf-

fering and mental torture, the quality of selflessness and thought for another to the complete exclusion of one's self,—and to me it's one of the qualities that makes people truly God-like. We may never know the many lessons learned in this war, some of them bitter, all of them difficult, but we do know that men who scoffed at their souls have gained those souls and recognized them for what they were, and so do we realize that anguish and privation have brought out the very best in these men, the humility and courage and dignity of which all human beings are fundamentally capable."

## Book Reviews

### COLLECTED POEMS

By E. J. Pratt

Alfred A. Knopf, \$3.00

How a poet of Edwin J. Pratt's calibre could reach his 63rd year without more recognition is a strange incident in modern letters. This school teacher, literature professor, and editor of poetry magazine has written at least four long poems of classic importance. "Brebeuf and His Brethren" tells the story of the Jesuit missionaries of Canada and does it with a dramatic command of his material, but this commentary deals with Dr. Pratt's qualifications as a poet of the sea—not of sea scapes, or off shore philosophy, but the men and ships and the denizens of the deep. Whatever he writes of has a surety of touch, his nautical vocabulary seems impeccable, fresh, dynamic. Passing by the epic incident of Dunkirk which is the opening poem of his volume, and a superb piece of reporting, we pause a little longer at the re-casting of the story of the sinking of the Titanic in which the poet attempts to catch the whole unbelievable mood of the sailors and passengers, that such a vessel could sink. It is highly original and effective presentation of a great tragedy. He ends the poem with this tribute to the conquering iceberg—

"Silent, composed, ringed by its icy broods,

The gray shape with the paleolithic face

War still the master of the solitudes." The "Roosevelt" and the "Antioe" is another dramatic recounting of a sea rescue. It is told with a gusto of a bard who chats his tale for the joy of singing

praise to heroes. There is a healthy, positive, richly rhetorical power to Dr. Pratt's gift—a rare talent in these days of sad metaphysical poets, with personal griefs and intellectual problems beyond the interest and desire of that discriminating minority who find pleasure in certain degree of coherence and faith in a poet.

The section "Newfoundland Reminiscences" is rewarding to the lover of the sea and its people. The delightful "Cachalot" is here, who turned on the whalers and who took revenge on the tormentors of the great behemoths of ocean's eternal spaces.

The Canadian bard has some faults and limitations but they dwindle beside the scope of poetic gifts. His poems are cluttered at times with encyclopedic detail, and Latin derivatives, but there is always enough vitality of statement to permit the intellectual asides, and the occasional decorative phrase. We are glad to know Dr. Pratt's poetry; we wish we had encountered it sooner.

### Reviewed by A. M. SULLIVAN. THE MERCHANT MARINE AND WORLD FRONTIERS

By Robert Earle Anderson

N. Y. Cornell Maritime Press, 1945. \$3.00

Mr. Anderson is well qualified to write of our Merchant Marine as he has studied its problems since 1904 when he began as a Naval architect. Here, his history of our Merchant Marine is interesting and factual, but more important seem the questions pertaining to its future. Shall we consider the merchant fleet a by-product of war as we did after World War I or shall we realize that our ships can build world trade.

Continued on page 16

Our government adopted a strong shipping policy with the Merchant Marine act of 1936 and our ships have performed conspicuous service as military and Naval auxiliaries throughout this war. Now that they have reclaimed their former great place, may it not again be lost.

Chapters on the Liberty, Victory and other ships are of especial interest, but since the book covers each aspect of the shipping industry and its personnel, the answers are given to most of our questions.

I. ACHESON.

### OUR FLYING NAVY

Text prepared with assistance of the Office of the Deputy Chief of Naval Operations (Air); introduced by James Forrestal; pref. by Arthur W. Radford; foreword about the pictures by Thomas Craven. Macmillan, 1944. \$3.75.

A realistic, dramatic record of the mighty exploits of "Our Flying Navy" in World War II, this book is built around eighty color reproductions of paintings done under naval auspices but paid for and presented to the government by a private firm, The Abbott Laboratories. There is a brief textual history of Naval Aviation, with chapters on flat-tops, lighter than aircraft, sea-air battles of this war, the part the WAVES are playing, the men who fly the sea, and the status of Naval Aviation today.

Patrol bombers out of coastal bases and blimps on convoy duty make unusual pictures. Some well-done studies of WAVES servicing amphibian planes are included, but the most dramatic paintings are those made of flat-tops with their fighter and observation planes. While adhering closely to the facts, the seven American artists added color, vividness and dramatic emphasis to their subjects. They lived at Naval air stations in every part of the country, were quartered with the men, studied the training program, and made numerous flights in all types of naval planes. Their paintings and drawings cover every phase of Naval aviation, from pre-flight school to combat, and these reproductions will form a permanent tribute to the Service.

—F. L. NOLING.

### POST WAR ASPECTS OF THE AMERICAN MERCHANT MARINE INDUSTRY

The Merchant Marine Conference, under the auspices of the Propeller Club, Port of New York, will be held at the Waldorf-Astoria, October 17th to 19th. This will be the Nineteenth Annual Regional Meeting. Vice Admiral Howard L. Vickery, USN, Vice Chairman of the United States Maritime Commission, will preside.

Problems of vital importance to the future of the American Merchant Marine Industry growing out of the inevitable period of transition from an economy of war to one of peace will be explored and discussed by recognized authorities. The Conference will concentrate the experience and wisdom of its outstanding leadership upon subjects of transcending importance affecting the post-war ascendancy of the Merchant Marine.

Numerous Panel Discussion Meetings will be held. The Seamen's Church Institute of New York will send delegates, and staff members will participate in important discussions, especially in the panel on Seamen's Welfare, and will head up a panel on "Cultural Opportunities for Merchant Seamen". These panel meetings are open to the public, and Institute friends are cordially invited.

### TWENTY-FIVE SOUTH STREET

There's a place in New York  
That is known very well,  
Where the men of the sea reside  
It's so clean and so neat,  
It's a pleasure to meet  
Those fine fellows who sail on the tide.  
There are jolly hostesses to take care  
of you,  
The men you'll be happy to greet,  
So when I'm back from sea  
You are sure to find me  
Down at twenty-five South Street.

*Chorus:*

Down at twenty-five South Street,  
Where the men of the sea do reside,  
Those heroes so true  
To the Red, White and Blue,  
Always ready to sail on the tide.  
Just drop in at the Institute,  
The place where the seamen all meet,  
And when I'm back from the sea  
You are sure to find me  
Down at twenty-five South Street!  
This fine Institute  
Is a fitting tribute  
To those brave men who follow the sea,  
They're always together  
In all kinds of weather,  
Real buddies, the best that can be.  
On land or at sea  
They are jolly and free,  
Such he-men you're proud to meet.  
And down through the years  
As they left New York piers  
To sail o'er the treacherous foam,  
In a calm or a blow  
They were ready to go,  
To the lands that would call them from home.  
I looked on with pride  
As they sailed on the tide  
Those men of our fine merchant fleet.  
So when I'm back from sea  
You are sure to find me  
Down at twenty-five South Street.  
by PAT O'CONNOR, Manager of  
The Coenties Slip Oyster Stand.

## Marine Poetry

### FOR ALL SEAFARERS

Even in peace, scant quiet is at sea;  
In war, each revolution of the screw,  
Each breath of air that blows the colours free,  
May be the last life movement known to you.  
Death, thrusting up or down, may disunite  
Spirit from body, purpose from the hull,  
With thunder, bringing leaving of the light,  
With lightning letting nothingness annul.  
No rock, no danger, bears a warning sign,  
No lighthouse scatters welcome through the dark;  
Above the sea, the bomb; afloat, the mine;  
Beneath, the gangs of the torpedo-shark.  
Year after year, with insufficient guard,  
Often with none you have adventured thus;  
Some, reaching harbour, maimed and battle-scarred,  
Some, never more returning, lost to us.  
But, if you 'scape, tomorrow, you will steer  
To peril once again, to bring us bread,  
To dare again, beneath the sky of fear,  
The moon-moved graveyard of your brothers dead.  
You were salvation to the army lost,  
Trapped, but for you, upon the Dunkirk beach;  
Death barred the way to Russia, but you crosst;  
To Crete and Malta, but you succoured each.  
Unrecognized, you put us in your debt;  
Unthanked, you enter, or escape, the grave;  
Whether your land remember or forget  
You saved the land, or died to try to save.

By JOHN MASEFIELD.

*Courtesy—*

*British Ministry of War Transport*

### RED RIGHT RETURNING

*(From Poetry)*

*Note: The title is a handy rule for remembering the location of buoys: Red buoy on your right as you enter a channel from seaward ("returning" from sea to port), black buoy on your left hand. The reverse is obviously true on leaving. Red buoys are usually cone-shaped, called "nun"buoys.*

This red nun on my left hand leans away  
From land's last fingerings, and with the tide  
Strains gauntly towards the hundred-fathom curve,

From here on, navigator, let the sea decide.  
Behind lie promises that in our wash  
Leap for fulfilment like this fairway nun  
Yet both must know chill ecstasy of trust  
Brides to horizon when the ship has gone.  
Yet this was known before. I come from coasts  
Whose days are seaward-looking, where the hills  
Grew round from watching for the China barks  
And mackerel seiners hustling to their sails.  
And I have need of all sea silent men  
Whose reticence was loosened in their sons:  
Very and Hawthorne held their loneliness  
By right of heritage and trampling winds.  
Be with me now, you travelers into hearts,  
And bring me lucky through each threatened night,  
That I may keep my promises and find  
Known channels with a red nun on my right.

By LOUIS COXE.

### THE VOYAGERS

Ahoy! my bullies. Come aboard her.  
Ginger's drunk and Mike's astray.  
Bunting flying—heart's a'sighing.  
Kiss your girl and come away.  
What's she loaded, where you bound for,  
St. Nazaire—Manila Bay?  
Avast! your heaving. Clear the head rope.  
Take your backspring from the tug.  
Let her slip down to the ocean  
Cable's in and bedded snug.  
Sherman tanks for Alexander,  
Fighter planes for General Doug?  
Now she rises. Green seas under.  
Sunset beckons down the bay.  
Grim and rusty—staunch and trusty.  
Reaching southward and away.  
Sea beyond the seventh ocean,  
Munda—Salamaua or Lae?  
How still the deep, for night rides westward.  
With jewelled fingers 'cross the main.  
'Neath skies a'gleam, sail hearts that dream.  
Rolling down the salt sea lane.  
Dream then shipmates—happy voyagers.  
Shall I see your like again?

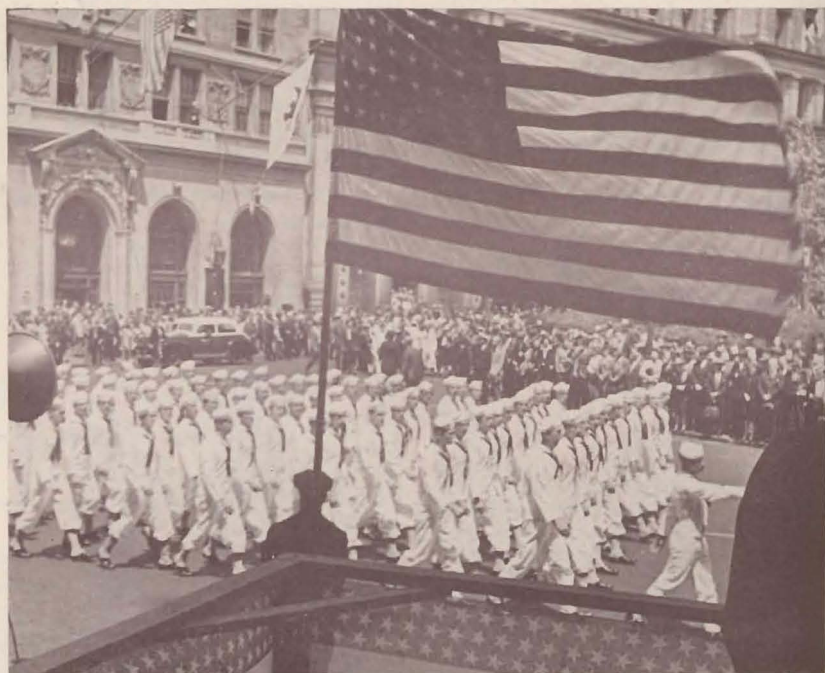
WILLIAM COLLINS

3rd Honorable Mention  
Marine Poetry Contest

# *Training to be Officers and Seamen in the American Merchant Marine*



Cadet-midshipmen from the New York State Merchant Marine Academy,  
Fort Schuyler.



*Photos by Marie Higginson*

Trainees from the U. S. Maritime Station, Sheepshead Bay.